

CITY ITEMS.

Lectures, Concerts, &c. To-Night.

[For particulars see Advertising column.]

Opera—Lucerne Bridge—Asia Place Opera House—11 P.M.
Program of Musical and Dramatic Academy—10 A.M. to 1 P.M.
International Art Union—Broadway—No. 100—10 A.M. and 1 P.M.
American Art Union—Broadway—No. 100—10 A.M. and 1 P.M.
American Art Union—Broadway—No. 100—10 A.M. and 1 P.M.
Dinner at 12 M. and 2 P.M.—1st floor, 11 A.M. and 2 P.M.
Gallerie of European Paintings—No. 100 Broadway—10 A.M. to 1 P.M.
New York Opera Company—Society Library—1 P.M. to 3 P.M.
New York Opera Company—Society Library—1 P.M. to 3 P.M.
American Museum—Broadway—10 A.M. and 1 P.M.
American Museum—Broadway—10 A.M. and 1 P.M.
Barton's Theatre—Chambers-st. near Broadway—1 P.M.
Broadway Theatre—Broadway—near Anthony—1 P.M.
Broadway Theatre—Broadway—Anstr St. and 4th and evening.

The Firemen's Ball.—The Firemen's Ball at the Opera House, on Monday night, was very brilliant and beautiful. The arrangements and adornments were similar to those of the Fancy Dress Ball, with the additional of insignia appropriate to the Firemen's calling. The appearance of the house was much improved by the third tier being enclosed with drapery, and fitted up for a dressing room. At least a thousand were present, a large proportion of whom were ladies. The dancing was kept up with great spirit, to the accompaniment of an excellent band.

FAIR.—The ladies of the free Episcopal Church of the Good Shepherd, of which Rev. Ralph Hoyt is Rector, are now holding a Fair, as will be seen by their advertisement, at their room, corner of Market and Monroe-st. for the benefit of the Church. We hope so praiseworthy an effort will be well remunerated.

IMPORTANT ARREST.—A young fellow calling himself Allen Polton, but whose real name was ascertained at his boarding house to be George Head, was arrested last evening on a charge of having obtained from the Post Office, by means of false pretences, a letter addressed to Messrs. Allen & Polton, containing a draft drawn in their favor for \$200 on the Tompkins County Bank of Ithaca, which the accused attempted to cash in payment for a suit of clothes.

A DOUBLE LAUNCH.—The launch of the two large Ocean Steamers, the ATLANTIC and the PACIFIC, which was announced for yesterday, takes place to day. There will be an intermission of one hour between the launches. The ATLANTIC will be launched at half past twelve from the yard of Wm. H. Brown, at the foot of Twelfth-st., and the PACIFIC will be launched at half past one from the yard of Jacob Bell, at the foot of House-st.

STEAMER EMPIRE STATE.—The hull of the steamer EMPIRE STATE has been raised and emptied of water. Her bottom was found to be but little injured. She will be taken to this City to be rebuilt.

FIRE.—A fire broke out last night, about nine o'clock, at 5 West Broadway, in the Saddle and Harness manufactory of Mr. Tricker. It was extinguished in a short time, the stock having been considerably injured.

CALIFORNIA PENTER.—Mr. Hart, at 6 Burling Slip, is crowded with orders for Pewter Plates and Dishes. Our grandmothers used them, and their grandchildren are following the example. Articles of Britannia Ware must prove serviceable for long voyages and also at the Gold Region.

To Gold-Seekers.—Such persons are referred to an advertisement with this title in another part of this paper. It is a chance not often offered.

STEAMSHIP UNION.—We learn that the fine steamship UNION, the pioneer of the Canard line, which has been lately plying between Halifax and Newfoundland as a small steamer, and was purchased some time since from Mr. Cunard, is now at White-hill, and afterward released by Mr. Cunard, has been sold to a company of gentlemen in this city for \$10,000, and is to leave in two days after the Canada for New York. A late Halifax paper says she is engaged for a voyage to California, and that she was sold to the new owners at an advance of \$10,000 on what Mr. Whitney said her for to Mr. C. a short time since.—*Commercial Advertiser.*

To the Editors of The Tribune:
GENTLEMEN.—Please publish the enclosed reply to the slanderous reports which have been put in circulation by some vicious or malicious persons, and oblige Yours, &c.

NEW YORK, Jan. 29, 1849.

To the Editors of the Courier and Enquirer:
In reference to the statement which you published yesterday, that petitions have been presented in the New Jersey Legislature for an investigation into the affairs of the Committee of Vigilance, I beg to say that the petitions of these petitioners as stated, are entirely false. The President of the Camden Insurance Company is a native of New-Jersey, and has resided in the County for the last twenty-five years. The Company have paid over \$80,000 losses to past year, and are perfectly responsible and able to meet all ordinary business. Their office is in the City of Camden, New-Jersey. They have an agency at No. 62 Wall-st. New York, where they continue to do business, issue policies, and insure merchandise and other property against fire and marine. They are a favorite among the insurance companies. The presumed instigator of the vile attack on the Company has a pipe against one of the Directors, and has taken this course to gratify his malice. The Company is now engaged in making up a statement of its affairs, which will be published shortly.

Respectfully yours, &c.

H. L. BULKLEY.

Secretary of the Camden Insurance Co.

WISCONSIN.—The following is the vote by which Hon. ISAAC P. WALKER, Loco, was chosen U. S. Senator by the Wisconsin Legislature, on the 17th inst.: Walker, 44; Baldwin, 18; Kilburn, Free Soil, 18; Hamilton, 2; Doty, 1; Martin, 2. Whole number, 85.

Mr. Israel Tisdale.—Superintendent of the Stoughton Branch Railroad, hung himself on Sunday. Cause unknown.

Wells S. Hammond.—Esq. of Cherry Valley, son of Hon. John D. Hammond, died suddenly at Stamford, Conn., on Sunday.

John Waterhouse, an Indian, was under examination at Syracuse on the 25th, on charge of having murdered an Indian named Adam Powles.

The present Mayor of Kingston, Canada, is a Yankee printer. He served his time in Utica.

COMMERCIAL AND MONEY MATTERS.

For sales of Stock, &c. see Fourth Page.

TUESDAY, Jan. 30.—P.M.

The downward tendency in the Stock market continues, and at the First Board Treasuries and Erie Railroad declined 1, Farmers Loan & Canton Company 4, Harlem 1, and Erie 7 per cent. the same; Reading Bonds went up 1, and Morris 1. At the Second Board Canton declined 1, Farmers Trust 1, Harlem 1, Penn-sylvania 4, Long Island 1, and Erie 1, while Erie, Reading and others closed at rates current in the forenoon.

In Exchanges there is no movement of import and Bills on London are quoted at \$250, France 5,750-6,250.

The Leathier Manufacturers' Bank has declared a semiannual dividend of 4 per cent.

There is considerable Corn forward to Liverpool, and we notice engagements of 40,000 bush. st. 7d, Heavy Goods at 7r 6d, and Cotton at 5r 6d; some four or five vessels were also brought out for California.

A bill was reported in the New York Legislature, as a basis for the issue of circulating notes.—The bill proposes that he shall hereafter take as security one half in United States Stocks and the balance in the stocks of this State.

The Albany Evening Journal contains the following abstract of the Report of the Hudson River Railroad Company for the year ending 31st December: The expenditures on account of construction to Dec. 1847, as per report, was \$20,000,000.

The expenditures for year '48 are as follows:

Grading, piling and bridging—\$1,000,000.

Land for road—\$1,000,000.

Westerholt, Putnam and Dutchess—\$1,000,000.

Land for depots—\$200,000.

Supervision—\$1,000.

Dividends—\$500.

Interest on payments to stockholders—\$10,000.

Office and general expenses—\$10,000.

Engineering—\$100.

Land expenses—of agents and cost of procuring lands—\$10,000.

Total—\$3,000,000.

Interest of construction to Dec. 31, 1848—\$2,000,000.

The total expenditures of the Company from its organization (1st March, 1847) to this date, may be stated as follows:

Grading, piling and bridging—\$1,000,000.

Land for road—\$1,000,000.

Westerholt, Putnam and Dutchess—\$1,000,000.

Land for depots—\$200,000.

Supervision—\$1,000.

Dividends—\$500.

Interest on payments to stockholders—\$10,000.

Office and general expenses—\$10,000.

Engineering—\$100.

Land expenses—of agents and cost of procuring lands—\$10,000.

Total—\$3,000,000.

Interest of construction to Dec. 31, 1848—\$2,000,000.

The company have no part of their road put under contract for grading an additional line of about 90

miles, making the whole length of road now under contract, 75 miles, ending at Poughkeepsie, in the County of Dutchess. A corps of engineers has been engaged for the past year in surveying, mapping and preparing for locating the line extending from Poughkeepsie to Greenwich; the maps of which will be ready for filing in the office of the several County Clerks in all the month of January.

The business of the New-York and Erie Railroad for the year ending Dec. 31, 1848, as we learn from the statement of the Secretary, has been as follows:

Receipts from passengers and mail \$102,722.72
freights—10,000.

Total—\$112,722.72

The expenses of running and repairing—\$101,904.32

Expenses of fares—\$10,000.

Total—\$112,904.32

The number of through passengers for the year is 20,224.

The number of way passengers—20,744.

Total number of passengers—40,968.

MARSHES, CAREFULLY REPORTED FOR THE TRAVELLER.

AMERICA.—Postes, postes, postes!—in Paris, 70 centimes; in London, 10 centimes; in New-York, 12 centimes; in Boston, 15 centimes; in Philadelphia, 18 centimes; in New Orleans, 20 centimes; in New Orleans, 25 centimes; in New York, 25 centimes; in New Orleans, 30 centimes; in New Orleans, 35 centimes; in New York, 35 centimes; in New Orleans, 40 centimes; in New Orleans, 45 centimes; in New York, 45 centimes; in New Orleans, 50 centimes; in New Orleans, 55 centimes; in New York, 55 centimes; in New Orleans, 60 centimes; in New Orleans, 65 centimes; in New York, 65 centimes; in New Orleans, 70 centimes; in New Orleans, 75 centimes; in New York, 75 centimes; in New Orleans, 80 centimes; in New Orleans, 85 centimes; in New York, 85 centimes; in New Orleans, 90 centimes; in New Orleans, 95 centimes; in New York, 95 centimes; in New Orleans, 100 centimes; in New Orleans, 105 centimes; in New York, 105 centimes; in New Orleans, 110 centimes; in New Orleans, 115 centimes; in New York, 115 centimes; in New Orleans, 120 centimes; in New Orleans, 125 centimes; in New York, 125 centimes; in New Orleans, 130 centimes; in New Orleans, 135 centimes; in New York, 135 centimes; in New Orleans, 140 centimes; in New Orleans, 145 centimes; in New York, 145 centimes; in New Orleans, 150 centimes; in New Orleans, 155 centimes; in New York, 155 centimes; in New Orleans, 160 centimes; in New Orleans, 165 centimes; in New York, 165 centimes; in New Orleans, 170 centimes; in New Orleans, 175 centimes; in New York, 175 centimes; in New Orleans, 180 centimes; in New Orleans, 185 centimes; in New York, 185 centimes; in New Orleans, 190 centimes; in New Orleans, 195 centimes; in New York, 195 centimes; in New Orleans, 200 centimes; in New Orleans, 205 centimes; in New York, 205 centimes; in New Orleans, 210 centimes; in New Orleans, 215 centimes; in New York, 215 centimes; in New Orleans, 220 centimes; in New Orleans, 225 centimes; in New York, 225 centimes; in New Orleans, 230 centimes; in New Orleans, 235 centimes; 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in New Orleans, 820 centimes;